

INFORMATION REPORT

CONFIDENTIAL

COUNTRY Germany (Russian Zone)/Poland/USCR

SUBJECT Condition of Railroad
Bridges and LinesPLACE
ACQUIRED

DATE OF INFO July 1948

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(LISTED BELOW)SUPPLEMENT TO
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1. The condition of the main Berlin-Wittenberg-Eisenach line is given as follows:
 - a. Berlin to Wittenberg: one track; signal blocks in order. The total load capacity is 28 trains a day in each direction.
 - b. Wittenberg to Neudietendorf (M 51 / J 25): two tracks, signal blocks in order.
 - c. The Elbe bridge near Wittenberg, wood with steel superstructure, has been repaired. The speed limit is 30 km. per hour.
 - d. The Mulde bridge near Bitterfeld carries one track, with sidings and signal blocks at each end. The speed limit is 20 km.
 - e. The Saale bridge near Weissenfels is a temporary structure, only one track is in use. Speed limit 5 km. A permanent bridge is being constructed; concrete has been laid for four of the arches; the wooden frames for the last two arches and the western approach are now being raised. The SMA has ordered that the bridge be ready by the end of the year.
 - f. The Saale bridge between Schoenburg and Goeseck (J 89) is only one-track. The speed limit is 30 km.
 - g. All the other bridges are in order.
 - h. Neudietendorf to Eisenach: one track. Traffic is very slow along this stretch because of a long section from Gotha to Froettstadt (H 96) which has no sidings. The SMA, however, has ordered that a siding be built near the Leina Canal. The signal blocks are being converted to single-track system at the present time.
2. The Russian broad-gauge track extends as far as Insterburg and Gerdauen. There are no broad-gauge tracks west of the Insterburg, Brest-Litovsk-Kowel-Przemysl demarcation line. There is a standard-gauge rail on the broad-gauge lines Koenigsberg-Vilna-Leningrad and Brest-Litovsk-Grodno-Leningrad.

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